

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Canceled)
2. (Currently Amended) Device according to Claim ~~4~~ 5, wherein the drive wheels are not locked before the transmission shifts into the free-wheeling position owing to the drive effect of the engine.
3. (Currently Amended) Device according to Claim ~~4~~ 5, including a controller for actuating an engine controller of the engine, wherein the controller commands a reduction in an engine power output at least one of before and during the shifting of the transmission into the free-wheeling position.
4. (Canceled)
5. (Currently Amended) Device ~~according to Claim 4, for stabilizing a vehicle having an engine and an automatic transmission for driving drive wheels of a first axle, the transmission having a free-wheeling position for interrupting the force flux between the drive wheels and the engine, and having rotation-sensing wheel sensors on the drive wheels and on wheels of a second axle of the vehicle, including a gear shift for shifting the transmission into the free-wheeling position when it is determined, using at least one of the rotation-sensing wheel sensors, that at least one wheel of the second axle is locked or is expected to lock,~~

including a speed determiner for determining a speed of the vehicle, wherein the gear shift shifts the transmission into the free-wheeling position below a predetermined speed of the vehicle,

wherein at the predetermined speed, an antilock brake system of the vehicle is inactive.

6. (Canceled)

7. (Currently amended) ~~Device according to Claim 6,~~ for stabilizing a vehicle having an engine and an automatic transmission for driving drive wheels of a first axle, the transmission having a free-wheeling position for interrupting the force flux between the drive wheels and the engine, and having rotation-sensing wheel sensors on the drive wheels and on wheels of a second axle of the vehicle, including a gear shift for shifting the transmission into the free-wheeling position when it is determined, using at least one of the rotation-sensing wheel sensors, that at least one wheel of the second axle is locked or is expected to lock,

wherein the gear shift shifts the transmission into the free-wheeling position as a function of a control signal of an antilock brake system of the vehicle, and

wherein the control signal signals the deactivation of the antilock brake system below a predetermined speed of the vehicle.

8. (Currently Amended) Device according to Claim ~~4~~ 5, including a braking deceleration sensor which senses a braking deceleration of the vehicle,

and the gear shift shifts the transmission into the free-wheeling position as a function of the sensed braking deceleration.

9. (Currently Amended) ~~Device according to Claim 1,~~ for stabilizing a vehicle having an engine and an automatic transmission for driving drive wheels of a first axle, the transmission having a free-wheeling position for interrupting the force flux between the drive wheels and the engine, and having rotation-sensing wheel sensors on the drive wheels and on wheels of a second axle of the vehicle, including a gear shift for shifting the transmission into the free-wheeling position when it is determined, using at least one of the rotation-sensing wheel sensors, that at least one wheel of the second axle is locked or is expected to lock,

wherein the gear shift shifts the transmission into the free-wheeling position as a function of a reduction in rotational speed of at least one wheel of the second axle when the at least one wheel of the second axle locks.

10. (Original) Device according to Claim 9, the gear shift shifts the transmission into the free-wheeling position when the at least one wheel of the second axle is locked and at the same time the drive wheels of the first axle are not locked.

11. (Currently Amended) ~~Device according to Claim 1,~~ Device for stabilizing a vehicle having an engine and an automatic transmission for driving drive wheels of a first axle, the transmission having a free-wheeling position for interrupting the force flux between the drive wheels and the engine, and having

rotation-sensing wheel sensors on the drive wheels and on wheels of a second axle of the vehicle, including a gear shift for shifting the transmission into the free-wheeling position when it is determined, using at least one of the rotation-sensing wheel sensors, that at least one wheel of the second axle is locked or is expected to lock,

wherein the gear shift shifts the transmission into the free-wheeling position when there is a difference in rotational speed between at least one drive wheel of the first axle and at least one wheel of the second axle.

12. (Currently Amended) Device according to Claim 1 5, wherein the second axle is not driven by the engine.

13. (Currently Amended) Device according to Claim 1 5, wherein the first axle is the rear axle and the second axle is the front axle of the vehicle.

14-15. (Canceled)

16. (Currently Amended) ~~Device according to Claim 14,~~ Device for stabilizing a vehicle having an engine and an automatic transmission for driving drive wheels of a first axle, the transmission having a free-wheeling position for interrupting the force flux between the drive wheels and the engine, and having rotation-sensing wheel sensors on the drive wheels and on wheels of a second axle of the vehicle, including a gear shift for shifting the transmission into the free-wheeling position when it is determined, using at least one of the rotation-

sensing wheel sensors, that at least one wheel of the second axle is locked or is expected to lock,

wherein above a predetermined speed, the gear shift shifts the transmission into a drive position, and

wherein the gear shift shifts the transmission into the drive position which the transmission had been in before being shifted into the free-wheeling position.

17. (Currently Amended) ~~Device according to Claim 15,~~ Device for stabilizing a vehicle having an engine and an automatic transmission for driving drive wheels of a first axle, the transmission having a free-wheeling position for interrupting the force flux between the drive wheels and the engine, and having rotation-sensing wheel sensors on the drive wheels and on wheels of a second axle of the vehicle, including a gear shift for shifting the transmission into the free-wheeling position when it is determined, using at least one of the rotation-sensing wheel sensors, that at least one wheel of the second axle is locked or is expected to lock,

wherein the gear shift shifts the transmission out of the free-wheeling position and into a drive position of the transmission after one of a predetermined time period and when the at least one wheel of the second axle no longer locks or is no longer expected to lock,

wherein the gear shift shifts the transmission into the drive position which the transmission had been in before being shifted into the free-wheeling position.

18. (Canceled)

19. (Currently Amended) ~~Method for stabilizing a vehicle having an engine and an automatic transmission for driving drive wheels of a first axle, the transmission having a free-wheeling position for interrupting the force flux between the drive wheels and the engine, and having rotation sensing wheel sensors on the drive wheels and on wheels of a second axle of the vehicle, wherein the transmission is shifted into the free-wheeling position when it is determined, using at least one of the rotation sensing wheel sensors, that at least one wheel of the second axle is locked or is expected to lock.~~ A method for stabilizing a vehicle having an engine and an automatic transmission for driving drive wheels of a first axle, the transmission having a free-wheeling position for interrupting the force flux between the drive wheels and the engine, comprising the acts of:

sensing rotation of the drive wheels by rotation sensing wheel sensors;

sensing rotation of wheels of a second axle of the vehicle by rotation sensing wheel sensors;

determining the speed of the vehicle;

determining whether at least one wheel of the second axle is locked, or is expected to lock, using at least one of the rotation-sensing wheel sensors; and
interrupting the force flux between the drive wheels and the engine by shifting the automatic transmission into the free-wheeling position by a gear shift when it is determined that at least one wheel of the second axle is locked or is expected to lock,

wherein the gear shift shifts the automatic transmission into the free-wheeling position when the vehicle speed is below a predetermined speed of the vehicle, whereas at the predetermined speed an antilock brake system of the vehicle is deactivated.

20. (New) A method for stabilizing a vehicle having an engine and an automatic transmission for driving drive wheels of a first axle, the transmission having a free-wheeling position for interrupting the force flux between the drive wheels and the engine, comprising the acts of:

sensing rotation of the drive wheels by rotation sensing wheel sensors;
sensing rotation of wheels of a second axle of the vehicle by rotation sensing wheel sensors;

determining the speed of the vehicle;

determining whether at least one wheel of the second axle is locked, or is expected to lock, using at least one of the rotation-sensing wheel sensors; and

interrupting the force flux between the drive wheels and the engine by shifting the automatic transmission into the free-wheeling position by a gear

shift when it is determined that at least one wheel of the second axle is locked or is expected to lock,

wherein the gear shift shifts the automatic transmission into its free-wheeling position as a function of a reduction in rotational speed of at least one wheel of the second axle when the at least one wheel of the second axle locks.

21. (New) The method of claim 20, further wherein the gear shift shifts when the at least one wheel of the second axle is locked and at the same time the drive wheels of the first axle are not locked.

22. (New) A method for stabilizing a vehicle having an engine and an automatic transmission for driving drive wheels of a first axle, the transmission having a free-wheeling position for interrupting the force flux between the drive wheels and the engine, comprising the acts of:

sensing rotation of the drive wheels by rotation sensing wheel sensors;

sensing rotation of wheels of a second axle of the vehicle by rotation sensing wheel sensors;

determining the speed of the vehicle;

determining whether at least one wheel of the second axle is locked, or is expected to lock, using at least one of the rotation-sensing wheel sensors;

interrupting the force flux between the drive wheels and the engine by shifting the automatic transmission into the free-wheeling position by a gear

shift when it is determined that at least one wheel of the second axle is locked or is expected to lock; and

shifting the transmission into the free-wheeling position when there is a difference in rotational speed between at least one drive wheel of the first axle and at least one wheel of the second axle.

23. (New) A method for stabilizing a vehicle having an engine and an automatic transmission for driving drive wheels of a first axle, the transmission having a free-wheeling position for interrupting the force flux between the drive wheels and the engine, comprising the acts of:

sensing rotation of the drive wheels by rotation sensing wheel sensors;

sensing rotation of wheels of a second axle of the vehicle by rotation sensing wheel sensors;

determining the speed of the vehicle;

determining whether at least one wheel of the second axle is locked, or is expected to lock, using at least one of the rotation-sensing wheel sensors;

interrupting the force flux between the drive wheels and the engine by shifting the automatic transmission into the free-wheeling position by a gear shift when it is determined that at least one wheel of the second axle is locked or is expected to lock; and

shifting the transmission when the vehicle is above a predetermined speed into a drive position which the transmission had been in before being shifted into the free-wheeling position.

24. (New) A method for stabilizing a vehicle having an engine and an automatic transmission for driving drive wheels of a first axle, the transmission having a free-wheeling position for interrupting the force flux between the drive wheels and the engine, comprising the acts of:

sensing rotation of the drive wheels by rotation sensing wheel sensors;

sensing rotation of wheels of a second axle of the vehicle by rotation sensing wheel sensors;

determining the speed of the vehicle;

determining whether at least one wheel of the second axle is locked, or is expected to lock, using at least one of the rotation-sensing wheel sensors;

interrupting the force flux between the drive wheels and the engine by shifting the automatic transmission into the free-wheeling position by a gear shift when it is determined that at least one wheel of the second axle is locked or is expected to lock; and

shifting the transmission out of the free-wheeling position and into a drive position after one of a predetermined time period and when the at least one wheel of the second axle no longer locks or is no longer expected to lock, wherein the transmission had been in the drive position before being shifted into the free-wheeling position.

25. (New) A method for stabilizing a vehicle having an engine and an automatic transmission for driving drive wheels of a first axle, the transmission

having a free-wheeling position for interrupting the force flux between the drive wheels and the engine, comprising the acts of:

- sensing rotation of the drive wheels by rotation sensing wheel sensors;
- sensing rotation of wheels of a second axle of the vehicle by rotation sensing wheel sensors;
- determining the speed of the vehicle;
- determining whether at least one wheel of the second axle is locked, or is expected to lock, using at least one of the rotation-sensing wheel sensors; and
- interrupting the force flux between the drive wheels and the engine by shifting the automatic transmission into the free-wheeling position by a gear shift when it is determined that at least one wheel of the second axle is locked or is expected to lock;
- shifting the transmission into the free-wheeling position as a function of a control signal of an antilock brake system of the vehicle; and
- signaling with the control signal the deactivation of the antilock brake system below a predetermined speed of the vehicle.